



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, CA. 95814-2724

March 19, 2001

IN REPLY REFER TO
HDA-CA
File #: 1040.2
Document #: S34947

Mr. Jeff Morales, Director
CALTRANS, 1120 N Street
Sacramento, California 95814

Attention: Federal Resources Branch, Room 3500
For Greg Wong

Dear Mr. Morales:

SUBJECT: SJCOG 2000/01 FTIP AMENDMENTS 4 Thru 6

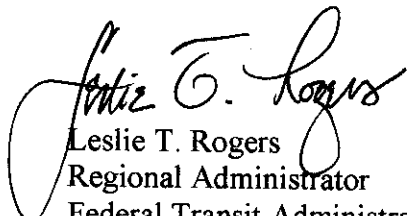
On February 26, 2001 and March 13, 2001, Caltrans submitted to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) a request for approval of the San Joaquin Council of Governments (SJCOG) FY 2000/01 Federal Transportation Improvement Program (FTIP) Amendment No. 4 and Amendment No. 5 and 6, respectively, for inclusion into California's 2000/01-2002/03 Federal Statewide Transportation Improvement Program (FSTIP). Amendment 4 was adopted by SJCOG on December 7, 2000; Amendment 5 on February 8, 2001, and Amendment 6 on March 9, 2001. Amendment No. 4 programs additional Congestion Mitigation and Air Quality (CMAQ) funds for the Commute Connection program. Amendment No. 5 adds a CMAQ project to purchase transit buses with bike racks. Amendment No. 6 modifies or adds Section 5307 and 5309 transit projects, including adjusting the project scope and cost of the Lodi Station Multistory Parking Facility.

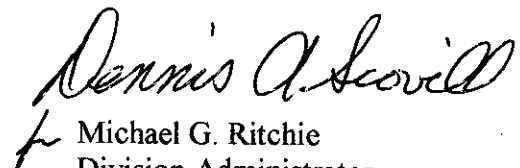
FHWA and FTA have completed our review of the SJCOG FTIP Amendment Nos. 4-6.

On February 26, 2001, and March 13, 2001 SJCOG forwarded to FHWA and FTA the supporting conformity determination documentation for Amendments 4-6. The SJCOG conformity analysis indicates that all air quality conformity requirements of the Environmental Protection Agency's (EPA) August 15, 1997, Transportation Conformity Rule, 40 CFR Part 51 and 93 (Transportation Rule) have been met. The changes made to the program by these amendments are exempt from the requirement that a conformity determination be performed. Therefore, we find this FTIP to conform with the applicable State Implementation Plan (SIP). This finding has been coordinated with the Regional office of the EPA.

We also find that the SJCOG FTIP through Amendment No. 6 was developed based on a continuing, cooperative, and comprehensive transportation planning process in accordance with 23 USC 134 and 23 CFR 450. This letter also constitutes approval and inclusion of SJCOG'S 2000/01 FTIP Amendment 6 into California's 2000/01-2002/03 FSTIP. Furthermore, this approval is made with the understanding that FTA funding approval on individual projects is subject to the grantees meeting all necessary FTA administrative requirements.

Sincerely,


Leslie T. Rogers
Regional Administrator
Federal Transit Administration


Michael G. Ritchie
Division Administrator
Federal Highway Administration